



March 2008

On March 10, the Maple Leaf Community Council (MLCC) hosted a meeting to discuss ideas to mitigate the traffic and pedestrian safety issues that would be caused if the development at Waldo Hospital is approved substantially as proposed. The meeting was considered productive by the community, City representatives, the developer, and the developer's traffic consultants. Roughly 50 neighbors attended the meeting, which ran for about 2.5 hours.

The goal of the meeting was to discuss the potential problems created if the development were to be implemented as currently planned (39 townhomes), **AND** to reach consensus (if possible) on solutions. This is a summary of the solutions discussed at the meetings and whether the solutions reached consensus.

The following items achieved consensus as mitigations our community would like to see implemented:

Speed 'Tables' on 14th Avenue NE and in the alley between 14th and 15th.

Speed tables are related to speed bumps, in that both control speed. Speed tables can usually be driven over at around 15 mph, which tends to prevent people from racing between them like speed bumps. Of a number of alternatives for speed control discussed, including chicanes like those on 98th between 20th and Lake City Way, this was deemed by attendees to be the best alternative. The speed tables in the alley will need to be placed to allow for adequate drainage of stormwater.

Traffic Circle at 14th Avenue NE and NE 82nd Street.

This intersection is offset north/south on 14th and presents difficult sight lines. Placing a traffic circle here would help slow traffic through this intersection in all directions.

Curb bulbs, crosswalks, and better street lighting at the intersections of 15th and 85th, 86th, and 88th.

The developer's traffic consultant strongly recommended curb bulbs at all three intersections. Curb bulbs are sections of the sidewalk that stick out into the street (in this case 15th) to increase pedestrian visibility to vehicles. One example is outside the pharmacy on Roosevelt. Crosswalks and better lighting will help make motorists aware they should be watching for pedestrian traffic. The intersection at 15th and 85th would have three crosswalks: Two across 85th and one on the north side of the intersection across 15th.

Signage

- A left-turn only sign across from the development's parking garage to direct people towards 15th to exit the property.
- A "Do Not Enter (alley resident traffic and service vehicles only)" at both ends of the alley between 14th and 15th. The signs would be posted on 85th and 82nd to prevent use of the alley except by residents of that block and service vehicles (garbage trucks)
- Improving visibility of the "Dead End" sign for 86th west of 15th
- "Loading Zone" area near the garage entrance on the north side of 85th
- Active radar speed signs facing both northbound and southbound on 15th. These signs say "Speed Limit 30, Your Speed Is" and include a bright digital readout of the speed of an approaching vehicle. These are permanent signs. Bellevue and Kenmore have used them with success to lower speeds.

Pedestrian activated flashing lights for intersection of 85th and 15th

In combination with a lighted overhead "Crosswalk" sign, pedestrians could push a button to cause yellow lights to flash. Alternately, a "half signal" like the one at 95th and 5th where a pedestrian button would cause a red stoplight for traffic on 15th.

Mandating a traffic flow analysis for both 82nd and 88th

The current traffic analysis neglects these two east-west corridors. 82nd is the first east-west connecting street south of the development. 88th is the first east-west connecting street north of the development.

The following item was discussed, but is likely not feasible:

Resident permit parking only along 14th limited to residents who live on 14th

The city does not do these kinds of permits unless there is considerable parking coming from outside the neighborhood. Since the development is inside the neighborhood, this would appear not to qualify. This could be revisited later.

The following items were discussed, but no consensus could be reached so they will not be pursued:

Turning 14th one way northbound north of 82nd

Meeting attendees did not agree on whether this was a good idea.

Turning the alley between 14th and 15th one way northbound

The layout of some of the garages in the alley require both northbound and southbound access.

Choke point at 14th and 85th

This would be something similar to what you can see at the corner of 92nd and 5th. Meeting attendees did not agree on whether this was a good idea.

The list of items that were deemed acceptable via consensus at this meeting will be pursued by the Maple Leaf Community Council as the permitting process moves forward. We're more than willing to consider other ideas, as long as consensus from affected residents can be demonstrated.

If you would like to comment on these ideas, please contact Maple Leaf Community Council President David.Miller@MapleLeafCommunity.org